



City of Medina

Tolling Policy Statements

September 2008

In order to fund capital improvements for the Lake Washington transportation bridge corridors, the City of Medina supports tolling of these facilities as follows:

Supports Regional Tolling - No Segment Tolling

- ☐ The SR 520 floating bridge and the I-90 floating bridges should be considered as integrated facilities for tolling purposes.
- ☐ Tolling of the SR 520 floating bridge and the I-90 floating bridge should commence concurrently and as early as 2010 with the start of construction.
- ☐ Only the floating bridge portion of each corridor should be tolled and there should be no segment tolling on either corridor.
- ☐ Tolling rates should be equal on the I-90 and SR 520 bridges and there should be no reduced tolls for any community.

Tolling Revenues Must Link to Capital Improvements

- ☐ Tolling monies generated should be used exclusively for funding and construction of the capital improvements on SR 520, operations and maintenance of SR 520 and/or I-90 facilities as well as local jurisdiction mitigation within and immediately adjacent to the corridors.
- ☐ Tolling rates should be the minimum necessary to fund, construct, operate, maintain, locally mitigate and stops when bonds are paid in full.
- ☐ Tolling should be variable, dependent upon time and traffic conditions.
- ☐ Tolling will directly impact all points communities and traffic patterns within the Cities. Early implementation of mitigation relating to tolling impacts is essential.
- ☐ No tolling revenues should be diverted to transit services or transit rolling stock.